

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates

Jurisdiction Report
93

Warren County
Town of Front Royal

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Warren Maintenance Area

Route	Length	AADT	QA	Year
Warren County				
From Shenandoah County Line				
11	0.19	3800	F	2002
To Frederick County Line				
From Rappahannock County Line				
48 Skyline Drive	1.69	2000	M	2002
To Rappahannock County Line				
48 Skyline Drive	10.47	2000	M	2002
To US 340; Front Royal				
From Shenandoah County Line				
55	4.91	3400	N	2002
To 93-626				
55	2.30	5600	F	2002
To WCL Front Royal				
Town of Front Royal				
From WCL Front Royal				
55 Strasburg Rd	0.90	8200	F	2002
To US 340; 522				
Warren County				
From US 522				
55 522 Shenandoah Ave	0.45	26000	N	2002
To CL Front Royal				
Town of Front Royal				
From CL Front Royal				
55 522 Shenandoah Ave	0.34	26000	F	2002
To 14 ST				
From Shenandoah Ave				
55 522 14th St	0.24	21000	F	2002
To North Royal Ave				
From 14TH ST				
55 522 North Royal Ave	0.35	23000	F	2002
To US 522, SR 340				
From RT 522 & RT 340				
55 340 North Royal Ave	0.25	12000	F	2002
To 6th St				
55 340 North Royal Ave	0.57	15000	F	2002
To E Main St				
55 340 South Royal Ave	0.40	15000	F	2002
To US 340				
55 South St	0.54	13000	F	2002
To US 522				
55 John Marshall Hwy	1.72	12000	F	2002
To ECL Front Royal				
Warren County				
From ECL Front Royal				
55	2.98	11000	F	2002
To SR 79				
55	1.35	3600	F	2002
To Fauquier County Line				
From I-81				
East 66	6.61	12000	F	2002
Combined Traffic:		24000	F	
To US 340; US 522				
East 66	6.49	12000	A	2002
Combined Traffic:		24000	A	
To SR 79				

Route	Length	AADT	QA	Year
Warren County				
From SR 79				
East 66	1.56	16000	G	2002
Combined Traffic:		31000	G	
To Fauquier County Line				
Frederick County				
From I-81				
West 66	0.42	12000	F	2002
Combined Traffic:		24000	F	
To Warren County Line				
Warren County				
From Frederick County Line				
West 66	6.66	12000	F	2002
Combined Traffic:		24000	F	
To US 340; US 522				
West 66	6.55	12000	A	2002
Combined Traffic:		24000	A	
To SR 79				
West 66	1.20	16000	G	2002
Combined Traffic:		31000	G	
To Fauquier County Line				
From SR 55 West of Linden				
79	0.23	11000	F	2002
To I-66				
From Shenandoah County Line				
North 81	1.29	23000	F	2002
Combined Traffic:		44000	F	
To I-66, Frederick County Line				
From Shenandoah County Line				
South 81	1.15	21000	F	2002
Combined Traffic:		44000	F	
To Frederick County Line				
From Page County Line				
340	2.46	4200	F	2002
To N 93-613				
340	5.30	4900	F	2002
To 93-607				
340	2.78	6400	F	2002
To 93-619				
340	0.83	14000	F	2002
To SCL Front Royal				
Town of Front Royal				
From SCL Front Royal				
340 South Royal Ave	0.31	13000	F	2002
To SR 55 South St				
340 South Royal Ave	0.40	15000	F	2002
To E Main St				
340 North Royal Ave	0.57	15000	F	2002
To 6th St				
340 North Royal Ave	0.25	12000	F	2002
To US 522, 8th St				
340 522 North Royal Ave	0.35	23000	F	2002
To 14th St				
From North Royal Ave				
340 522 14th St	0.24	21000	F	2002
To Shenandoah Ave				

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Warren Maintenance Area

Route	Length	AADT	QA	Year
Town of Front Royal				
From 14th St				
(340) (522) Shenandoah Ave	0.34	26000	F	2002
To CL Front Royal				
Warren County				
From CL Front Royal				
(340) (522) Shenandoah Ave	0.45	26000	N	2002
To SR 55 West				
(340) (522) Shenandoah Ave	0.22	24000	F	2002
To Old NCL Front Royal				
(340) (522)	0.83	22000	F	2002
To I-66				
From Functional Class Change				
(340) (522)	1.22	20000	F	2002
To 93-627 Reliance Rd				
(340) (522)	2.81	18000	F	2002
To 93-802				
(340) (522)	0.30	17000	F	2002
To Frederick County Line				
Frederick County				
From Warren County Line				
(340) (522) Front Royal Pike	0.53	17000	F	2002
To Warren County Line				
Warren County				
From Frederick County Line				
(340) (522) Front Royal Pike	0.39	17000	F	2002
To Frederick County Line				
Frederick County				
From Warren County Line				
(340) (522) Front Royal Pike	0.30	17000	F	2002
To Warren County Line				
Warren County				
From Frederick County Line				
(340) (522) Front Royal Pike	0.16	17000	F	2002
To Clarke County Line				
Clarke County				
From Warren County Line				
(340) (522) Front Royal Pike	1.79	17000	F	2002
To US 522 Double Toll Gate				
Warren County				
From Rappahannock County Line				
(522)	3.77	7800	F	2002
To SCL Front Royal				
Town of Front Royal				
From SCL Front Royal				
(522) Chester Gap Rd	0.60	8300	G	2002
To Criser Rd				
(522) Chester Gap Rd	0.35	11000	F	2002
To SR 55 South St				
(522) Commerce Ave	0.47	22000	F	2002
To Main St				
(522) Commerce Ave	0.74	16000	F	2002
To Happy Creek Rd				
(522) Commerce Ave	0.35	13000	F	2002
To US 340 North Royal Ave				
From Commerce Ave				
(522) North Royal Ave	0.35	23000	F	2002
To 14th St				

Route	Length	AADT	QA	Year
Town of Front Royal				
From North Royal Ave				
(522) 14th St	0.24	21000	F	2002
To Shenandoah Ave				
From 14th St				
(522) Shenandoah Ave	0.34	26000	F	2002
To NCL Front Royal				
Warren County				
From NCL Front Royal				
(522) Shenandoah Ave	0.45	26000	N	2002
To SR 55 West				
(522) Shenandoah Ave	0.22	24000	F	2002
To Old NCL Front Royal				
(522)	0.83	22000	F	2002
To I-66				
From Functional Class Change				
(522)	1.22	20000	F	2002
To 93-627 Reliance Rd				
(522)	2.81	18000	F	2002
To 93-802				
(522)	0.30	17000	F	2002
To Frederick County Line				
Frederick County				
From Warren County Line				
(522) Front Royal Pike	0.53	17000	F	2002
To Warren County Line				
Warren County				
From Frederick County Line				
(522) Front Royal Pike	0.39	17000	F	2002
To Frederick County Line				
Frederick County				
From Warren County Line				
(522) Front Royal Pike	0.30	17000	F	2002
To Warren County Line				
Warren County				
From Frederick County Line				
(522) Front Royal Pike	0.16	17000	F	2002
To Clarke County Line				
Clarke County				
From Warren County Line				
(522) Front Royal Pike	1.79	17000	F	2002
To US 340; SR 277 Double Toll Gate				
Warren County				
From Dead End				
(600)	1.00	40	R	06/20/2002
To 93-604				
From Dead End				
(601)	1.00	60	R	07/09/2002
To 93-604				
From 93-604				
(602)	0.25	520	R	1999
To 0.25 ME 93-604				
(602)	0.45	30	R	06/20/2002
To Dead End				
From 93-647				
(603)	2.90	470	R	06/17/2002
To 93-643				
(603)	2.30	1900	F	2002
To 93-638				

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Warren Maintenance Area

Route	Length	AADT	QA	Year
Warren County				
From Dead End				
(604) 0.90	80	R	07/09/2002	
To 93-600				
(604) 0.82	200	R	1999	
To 93-602				
(604) 0.34	710	F	2002	
To 93-671				
(604) 1.59	910	F	2002	
To US 522				
From US 340				
(605) 1.70	260	R	06/20/2002	
To 93-649				
From NCL Front Royal				
(606) 1.72	2400	R	1999	
To 1.72 MN OF NCL				
(606) 0.51	630	R	06/17/2002	
To 2.23 MN OF NCL				
(606) 0.25	100	R	1999	
To Dead End				
From US 340				
(607) 0.60	310	R	06/20/2002	
To 0.60 ME US 340				
(607) 1.00	100	R	06/20/2002	
To 93-649				
From 93-613				
(608) 0.45	500	R	07/09/2002	
To 93-619				
From 93-637				
(609) 0.40	210	R	1999	
To FR-225				
(609) 0.77	320	R	06/10/2002	
To 0.77 ME FR-225				
(609) 0.27	330	R	1999	
To 93-736				
(609) 0.10	480	R	06/10/2002	
To 93-627				
From SR 55; 93-678				
(610) 0.20	490	R	06/24/2002	
To 93-616				
(610) 2.15	80	R	06/24/2002	
To 2.15 ME 93-616				
(610) 0.05	110	R	1999	
To 93-626				
From 93-635 WEST				
(611) 2.60	80	R	06/10/2002	
To 93-635 EAST				
(611) 0.10	200	R	06/10/2002	
To 93-612; 93-840				
(611) 3.38	270	R	06/17/2002	
To 93-637				
From 93-611; 93-840				
(612) 1.20	240	R	1999	
To 1.20 ME 93-611				
(612) 1.00	60	R	06/10/2002	
To 93-842				

Route	Length	AADT	QA	Year
Warren County				
From 93-842				
(612) 0.90	40	R	06/10/2002	
To 93-626				
From 93-631; 93-649				
(613) 3.06	320	F	2002	
To 93-738				
(613) 2.26	620	F	2002	
To 63-672				
From 93-672				
(613) 0.31	1300	F	2002	
To US 340 EAST				
From US 340 WEST				
(613) 1.00	440	R	06/24/2002	
To GW Natl For Bndy				
(613) 4.69	230	R	06/24/2002	
To 4.70 MS of Bndy				
(613) 1.04	400	R	07/09/2002	
To 93-608				
(613) 0.49	130	R	07/09/2002	
To 93-619				
From 93-626 SOUTH				
(614) 1.30	30	R	06/24/2002	
To SR 55 WEST				
From SR 55 EAST				
(614) 0.70	100	R	1999	
To 93-626 NORTH				
From 93-619 SOUTH				
(615) 1.90	760	F	2002	
To 93-626 EAST				
(615) 0.10	40	R	08/08/2002	
To 93-626 WEST				
(615) 0.27	470	R	1988	
To 0.27 MN 93-626				
(615) 0.43	45	R	06/24/2002	
To 93-660				
(615) 1.50	380	R	1999	
To 93-619 NORTH				
From 93-678				
(616) 0.70	120	R	06/24/2002	
To SR 55				
(616) 0.90	80	R	06/24/2002	
To 93-610				
From 93-618				
(617) 1.70	230	R	06/24/2002	
To 93-626				
From Dead End				
(618) 0.89	450	R	1999	
To 93-619 WEST				
From 93-619 EAST				
(618) 0.50	500	R	06/24/2002	
To 93-617				
(618) 0.80	170	R	1999	
To 93-615				
From US 340				
(619) 2.09	4200	F	2002	
To 93-677				

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Route	Length	AADT	QA	Year
Warren County				
From 93-677				
(619) 0.11	4000	F	2002	
To 93-615 SOUTH				
(619) 2.19	3100	F	2002	
From 93-673				
(619) 1.93	610	F	2002	
To 93-626				
(619) 2.43	610	F	2002	
To 93-678				
From Dead End				
(620) 0.60	220	R	06/13/2002	
To 93-658				
From 93-660				
(621) 0.60	1100	R	1999	
To SR 55				
From 93-634				
(622) 1.00	120	R	06/20/2002	
To 1.00 MN 93-634				
(622) 0.10	120	R	06/20/2002	
To Dead End; Gap Terminus				
From Dead End; Gap Terminus				
(622) 0.39	100	R	06/20/2002	
To 0.39 ME OF Dead End				
(622) 0.50	100	R	06/20/2002	
To 0.89 ME OF Dead End				
(622) 0.50	150	R	07/09/2002	
To 93-649				
(622) 0.70	110	R	1999	
To 93-631				
(622) 2.79	140	R	07/09/2002	
To 2.80 MN 93-631				
(622) 0.36	150	R	1999	
To 93-654				
(622) 0.06	240	R	07/09/2002	
To 93-674				
From Dead End				
(623) 1.72	100	R	07/09/2002	
To 1.72 MN Dead End				
(623) 0.38	430	R	06/24/2002	
To 93-673				
From NCL Front Royal				
(624) 0.50	3600	F	2002	
To 93-647				
(624) 0.40	3100	F	2002	
To 93-645				
(624) 1.28	2900	F	2002	
To 93-643				
(624) 1.80	1200	F	2002	
To 93-661				
(624) 3.60	330	R	1999	
To Clarke County Line				
From 93-637				
(625) 0.25	70	R	06/10/2002	
To Dead End				

Route	Length	AADT	QA	Year
Warren County				
From 93-619				
(626) 1.60	160	R	08/08/2002	
To 93-615 WEST				
From 93-615 EAST				
(626) 1.80	1300	F	2002	
To SR 55 WEST				
From SR 55 EAST				
(626) 1.00	300	R	07/09/2002	
To 93-614				
(626) 0.10	150	R	1999	
To 93-610				
(626) 0.50	20	R	06/24/2002	
To Dead End				
From Dead End; Gap Terminus				
(626) 0.20	60	R	06/10/2002	
To 93-612				
(626) 0.70	160	R	06/10/2002	
To 93-637				
From Frederick County Line				
(627) 0.79	1400	F	2002	
To 93-637				
(627) 3.48	1100	F	2002	
To 93-609				
(627) 0.33	1700	F	2002	
To US 522				
From US 340				
(628) 0.80	50	R	07/09/2002	
To 93-629 SOUTH				
(628) 0.30	100	R	07/09/2002	
To 93-629 NORTH				
(628) 1.10	70	R	07/09/2002	
To 93-613				
From Dead End				
(629) 0.65	80	R	06/24/2002	
To 93-628 NORTH				
From 93-628 SOUTH				
(629) 1.00	160	R	1999	
To US 340				
From Dead End				
(630) 1.85	470	R	06/24/2002	
To 1.85 MN Dead End				
(630) 0.40	470	R	06/24/2002	
To 93-613				
From 93-622				
(631) 1.20	80	R	08/12/2002	
To 93-613 WEST				
From 93-613 MID				
(631) 5.70	120	R	06/20/2002	
To 93-632				
(631) 0.40	340	R	06/20/2002	
To 93-634				
(631) 0.10	740	R	1999	
To 93-613 E; 93-649				
From Dead End				
(632) 0.40	40	R	06/20/2002	
To 93-633				

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Route	Length	AADT	QA	Year
Warren County				
From 93-633				
(632) 0.70	110	R	06/20/2002	
To 93-631				
From Dead End				
(633) 0.40	30	R	06/20/2002	
To 93-632				
From 93-631				
(634) 1.00	230	R	1999	
To 93-622				
From 1.20	110	R	06/20/2002	
To Dead End				
From Shenandoah County Line				
(635) 0.20	100	R	06/10/2002	
To 93-611 WEST				
From 1.90	40	R	06/10/2002	
To 93-611 EAST				
From Dead End				
(636) 1.00	40	R	06/17/2002	
To 93-638				
From Dead End				
(637) 0.15	1300	R	06/10/2002	
To US 522				
From 1.74	900	F	2002	
To 93-625				
From 2.51	420	F	2002	
To 93-626				
From 1.01	440	F	2002	
To 93-627				
From 1.21	150	R	1999	
To 93-854				
From 0.50	80	R	07/09/2002	
To Frederick County Line				
From Fauquier County Line; 30-638				
(638) 1.20	370	R	1999	
To 93-636				
From 0.60	600	R	07/09/2002	
To SR 55				
From 0.20	2400	R	1999	
To FR-283				
From 3.28	1500	R	1999	
To 3.28 MN FR-283				
From 5.49	760	R	06/17/2002	
To 93-688				
From 1.70	1100	R	1999	
To 93-603				
From 2.90	1500	F	2002	
To Clarke County Line; 21-638				
From Frederick County Line				
(639) 0.36	1100	R	1999	
To 93-802 SOUTH				
From 93-802 NORTH				
(639) 0.03	280	R	07/09/2002	
To US 522				
From 3.03	200	R	1999	
To 93-658 NORTH				

Route	Length	AADT	QA	Year
Warren County				
From 93-658 NORTH				
(639) 0.05	410	R	06/13/2002	
To 93-658 SOUTH				
From 1.00	140	R	06/13/2002	
To 93-624				
From 93-735				
(640) 0.20	100	R	06/10/2002	
To Frederick County Line				
From 93-639				
(641) 0.10	900	R	1999	
To Frederick County Line				
From Dead End				
(642) 1.00	30	R	07/09/2002	
To 1.00 MW Dead End				
From 0.20	90	R	1999	
To 93-624				
From 93-624				
(643) 1.22	2000	F	2002	
To 93-603				
From Clarke County Line				
(644) 0.40	50	R	06/13/2002	
To 93-624				
From 93-624				
(645) 0.29	30	R	1999	
To Dead End				
From Dead End				
(646) 0.80	260	R	07/09/2002	
To 93-660				
From SR 55				
(647) 1.51	2000	R	1999	
To 93-603				
From 1.57	1600	R	06/17/2002	
To 93-624				
From Dead End				
(648) 0.22	60	R	06/20/2002	
To 93-674				
From 93-613; 93-631				
(649) 1.73	920	F	2002	
To 93-622				
From 2.52	1400	F	2002	
To 93-605				
From 2.20	1700	F	2002	
To 93-650				
From 0.60	2000	F	2002	
To 93-1010				
From 0.19	2300	F	2002	
To 93-745				
From 0.19	2600	F	2002	
To US 340				
From 93-649				
(650) 0.06	40	R	06/20/2002	
To 93-740				
From 0.50	30	R	06/20/2002	
To US 340				

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Route	Length	AADT	QA	Year
Warren County				
From 63-656				
(652) 0.18 50 R 06/17/2002				
To 93-656				
From 93-622				
(654) 0.17 40 R 1999				
To 93-737				
From Dead End				
(655) 1.00 3300 R 08/08/2002				
To US 522; FR 730				
From SCL Front Royal				
(656) 1.00 80 R 1999				
To ECL Front Royal				
From Dead End				
(657) 0.07 40 R 06/17/2002				
To 93-638				
From US 522				
(658) 3.00 850 F 2002				
To 93-661				
From 93-639 WEST				
(658) 1.60 330 F 2002				
To 93-639 EAST				
From 1.05 330 F 2002				
To Clarke County Line				
From 93-603				
(659) 0.50 90 R 06/17/2002				
To Dead End				
From 93-615				
(660) 0.30 650 R 06/24/2002				
To 93-626 SOUTH				
From 93-614; 93-626 NORTH				
(660) 1.50 600 R 1999				
To 93-621				
(660) 0.68 70 R 06/24/2002				
To Dead End				
From 93-624				
(661) 1.23 1400 F 2002				
To 93-658				
(661) 2.10 1600 F 2002				
To US 522				
From Frederick County Line				
(662) 0.33 170 R 06/10/2002				
To Dead End				
From Begin Loop				
(663) 0.32 120 R 08/08/2002				
To End Loop				
(663) 0.08 370 R 1999				
To 93-745				
From Dead End				
(664) 0.21 100 R 06/24/2002				
To SR 55				
From Rappahannock County Line				
(665) 0.07 950 R 1999				
To US 522				
From 93-626				
(667) 0.30 70 R 06/24/2002				
To Dead End				

Route	Length	AADT	QA	Year
Warren County				
From Dead End				
(668) 0.20 90 R 06/24/2002				
To SR 55				
From US 340				
(669) 0.30 90 R 06/24/2002				
To Dead End				
From Dead End				
(670) 0.60 100 R 06/20/2002				
To 93-737				
From Dead End				
(671) 0.92 240 R 06/20/2002				
To 93-604				
From Dead End				
(672) 0.10 80 R 06/24/2002				
To 93-613				
From Dead End				
(673) 1.13 360 R 06/24/2002				
To 93-623				
(673) 0.70 1100 R 1999				
To 93-619				
From US 340				
(674) 0.48 100 R 06/20/2002				
To 93-622				
(674) 0.17 280 R 1999				
To 93-737				
From US 522				
(675) 0.58 80 R 06/13/2002				
To Cul-de-Sac				
From 93-677				
(676) 0.30 100 R 1999				
To Dead End				
From 93-619				
(677) 2.17 150 R 06/24/2002				
To 93-679				
From Shenandoah County Line				
(678) 1.77 1500 F 2002				
To SR 55; 93-610				
From 93-619 WEST				
(679) 1.32 170 R 1999				
To 93-619 EAST				
(679) 0.70 580 R 07/09/2002				
To 93-677				
From 93-619 WEST				
(680) 0.31 30 R 06/24/2002				
To 93-619 EAST				
From WCL Front Royal				
(681) 0.24 260 R 06/20/2002				
To Dead End				
From Dead End				
(682) 0.10 40 R 1999				
To 93-1111				
(682) 0.06 100 R 06/24/2002				
To 93-1110				
(682) 0.27 300 R 1999				
To SR 55				

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Route	Length	AADT	QA	Year
Warren County				
From 93-661				
(683)	1.48	210	R	06/17/2002
To 93-658				
From Dead End				
(684)	0.09	20	R	1999
To 93-686				
(684)	0.06	50	R	06/24/2002
To 93-613				
From 93-638				
(685)	0.24	20	R	1999
To Dead End				
From Dead End				
(686)	0.05	20	R	06/24/2002
To 93-684				
From Cul-de-Sac				
(687)	0.27	30	R	1999
To 93-638				
From 93-638				
(688)	0.20	420	R	1999
To Dead End				
From 93-624				
(689)	0.28	120	R	06/17/2002
To Dead End				
From SR-00055(B)/				
(690)	0.24	NA		
To Dead End/				
From Dead End				
(700)	0.36	110	R	06/24/2002
To 93-677				
From Dead End				
(701)	0.40	180	R	06/24/2002
To 93-619				
From Cul-de-Sac				
(702)	0.61	580	R	06/13/2002
To 93-661				
From Dead End				
(703)	0.08	30	R	06/13/2002
To 93-661				
From SR 55				
(704)	0.20	100	R	1999
To Dead End				
From 93-678				
(710)	0.39	450	R	1999
To Dead End				
From Dead End/				
(725)	2.11	NA		
To US-00340(B)/				
From Dead End				
(730)	0.25	430	R	1999
To 93-613				
From Dead End				
(735)	1.00	50	R	06/10/2002
To 93-640				
(735)	0.40	60	R	07/09/2002
To Frederick County Line				

Route	Length	AADT	QA	Year
Warren County				
From 93-609				
(736)	0.20	10	R	06/10/2002
To 93-627				
From 93-654				
(737)	0.05	60	R	1999
To 93-674				
(737)	0.02	380	R	06/20/2002
From US 340				
(737)	0.40	150	R	1999
To Dead End				
From 93-613				
(738)	0.30	30	R	08/08/2002
To Dead End				
From 93-660				
(739)	0.22	90	R	06/24/2002
To Dead End				
From 93-650				
(740)	0.19	20	R	06/20/2002
To 93-649				
From 93-649				
(745)	0.18	410	R	1999
To Dead End				
From US 522				
(802)	0.16	940	R	06/13/2002
To 93-639 SOUTH				
(802)	0.08	250	R	1999
From 93-639 NORTH				
(802)	0.20	60	R	06/10/2002
To Dead End				
From 93-624				
(810)	0.23	80	R	1999
To 93-811				
(810)	0.34	60	R	1999
To 93-639				
From Cul-de-Sac				
(811)	0.11	30	R	1999
To 93-810				
From Frederick County Line				
(840)	1.00	560	R	06/17/2002
To 93-611; 93-612				
From Dead End				
(842)	0.20	40	R	1994
To 93-612				
(842)	1.25	40	R	06/10/2002
From 1.25 MN 93-612				
(842)	0.05	40	R	06/10/2002
To 93-611 WEST				
From 93-611 EAST				
(842)	1.22	170	R	06/10/2002
To Frederick County Line				
From 93-637				
(854)	0.25	120	R	06/10/2002
To Frederick County Line				
Frederick County				
From Frederick County Line				
(854)	0.21	30	R	1999
To Dead End				

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Route	Length	AADT	QA	Year
Warren County				
From Cul-de-Sac				
(1010) To 93-649	0.20	80	R	1999
From 93-661				
(1013) To 93-1014	1.02	290	R	1999
From 93-1013				
(1014) To Cul-de-Sac	0.20	50	R	1999
From 93-658				
(1015) To Cul-de-Sac	0.17	40	R	1999
From Dead End				
(1110) To 93-682	0.09	40	R	06/24/2002
From Dead End				
(1111) To 93-682	0.08	20	R	1999
From 93-1125				
(1120) To WCL Front Royal	0.29	1100	R	1999
From 93-1120				
(1121) To Cul-de-Sac	0.11	120	R	1999
From Cul-de-Sac				
(1122) To 93-1120	0.15	120	R	1999
From 93-1120				
(1123) To Cul-de-Sac	0.07	170	R	1999
From 93-1123				
(1124) To Cul-de-Sac	0.06	80	R	1999
From Cul-de-Sac				
(1125) To Cul-de-Sac	0.22	110	R	1999
From Cul-de-Sac				
(1126) To 93-1125	0.11	100	R	1999
Town of Front Royal				
From Luray Ave				
(2) Criser Rd	0.51	2100	F	2002
From South Royal Ave				
(2) Criser Rd	0.71	3700	F	2002
From Chester Gap Rd				
From WCL Front Royal				
(4001) Luray Ave	0.45	870	F	2002
From Stonewall Dr				
(4001) Luray Ave	0.21	1300	F	2002
From W Main St				
From Luray Ave				
(4002) Stonewall Dr	0.25	480	F	2002
From US 340 South Royal Ave				
From US 522 Commerce Ave				
(4002) Stonewall Dr	0.42	2700	F	2002
From Charles St				

Route	Length	AADT	QA	Year
Town of Front Royal				
From Kerfoot Ave				
(4004) West Main St	0.64	1500	F	2002
From Luray Ave				
(4004) West Main St	0.07	2400	F	2002
From North Royal Ave				
(4004) East Main St	0.25	3400	F	2002
From Blue Ridge Ave				
(4004) East Main St	0.13	3000	F	2002
From Commerce Ave				
From Commerce Ave				
(4005) Happy Creek Rd	0.85	2300	F	2002
From 6Th St				
From Shenandoah Ave				
(4006) Kendrick Lane	0.19	7700	F	2002
From 6Th St				
(4006) 6Th St	0.11	7200	F	2002
From Kendrick Ln				
(4006) 6Th St	0.14	5400	F	2002
From US 340 North Royal Ave				
(4006) 6Th St	0.62	6200	F	2002
From Commerce Ave				
(4006) 6Th St	0.62	6200	F	2002
From Happy Creek Rd				
(4006) Happy Creek Rd	2.19	5000	F	2002
From 6Th St				
(4006) Happy Creek Rd	2.19	5000	F	2002
From ECL Front Royal				
From Kendrick Lane				
(4010) Shenandoah Ave	0.50	6000	F	2002
From 14Th St				
From Virginia Ave				
11th St	880	F	2002	
From North Royal Ave				
From Jefferson Avenue				
13th St	560	F	2002	
From Monroe Avenue				
From Accomac Road				
Jamestown Road	1300	F	2002	
From Charles Street				
From Massanutten Avenue				
Kendrick Lane	3400	F	2002	
From Shenandoah Avenue				
From Happy Creek Road				
Washington Avenue	340	F	2002	
From 6th Street				